

AUTOMOTIVE
SECTION

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New York Exhibit Surpasses In
Numbers and Variety All
Previous Efforts.

NEW YORK, Jan. 3.—When the
public was admitted to the Twentieth

Annual Motor Truck Show, this afternoon, it saw the greatest collection of commercial motor vehicles ever gathered together in the largest building devoted to display of the products of any single industry.

For most of the visitors it was their first visit to the Eighth Coast Artillery Armory at Kingsbridge road and Jerome avenue. The seventy-odd different makes of trucks, and more than seventy-five of accessories of every kind laid out on a linoleum-covered concrete floor, 300x600 feet without a post to obstruct the view, under a bunting-hung ceiling 110 feet high, made an impressive spectacle. Simultaneously with the opening of the truck show, the passenger car show opened in Grand Central Palace. Never before have spectators at an

automobile show been able to see one-quarter as many as the number of trucks displayed here without going from building to building or floor to floor. No posts obstruct the view at the armory, a feature to be found in halls and buildings less than half its size. The steel uprights that support the roof 110 feet above the 180,000 square feet of floor, are imbedded in the rock 180 feet below the surface, where they are twelve feet in diameter.

Many of the spectators told of being surprised to get to the armory so quickly from downtown Manhattan, Brooklyn and New Jersey. When they reached the Jerome avenue subway station just outside the Armory from the Grand Central Station or Palace in thirty minutes, and from the hotels Pennsylvania and McAlpin in about forty minutes, they were delighted. Numbers of visitors complimented New York on its transit facilities.

Accessories Exhibit.

In addition to the great variety of trucks from the smallest and nimblest-looking, to the big and powerful fellows that seem capable of dragging Brooklyn Bridge from its piers, there were endless different kinds of accessories and auxiliaries. Trailers to double the capacity of the trucks; motor jacks, a thousand ingenious contrivances, shown by more than seventy-five individual exhibitors. Nothing so comprehensive as this show is from every angle has ever been seen before in automobile history.

The doors opened at 2 o'clock and at 3 o'clock motion pictures were shown on the main floor of the huge showroom. Among the scenes thrown on the film was that of a baby tank in action at the French front, which interested the spectators intensely. Other pictures depicted trucks in action in commercial and industrial America, including camera studies of tires and other accessories under conditions of actual usage. These were of particular interest to the truck owners and operators who are attending the show to learn all they can of profitable truck operation.

The formal inaugural session of the highway transport conference of national authorities on trucks and transportation will be held this evening, when speakers of note will give their opinions of the great significance to the nation of motor trucks and highway transportation.

List of Speakers.

Some of the speakers who are to be heard during the highway transport conference by visitors to the big truck show are Dr. P. P. Claxton, commissioner of Federal bureau of education; Hon. Grover A. Whalen, commissioner of plant and structures of New York city; F. W. A. Vesper, president National Automobile Dealers' Association; F. G. Thompson, State highway engineer of New Jersey; Prof. Arthur H. Blanchard, in charge highway engineering and transportation, University of Michigan; Ray Sherman, editor of Motor

World; James W. Boyle, extension professor of rural economy, Cornell University; S. M. Williams, chairman Federal highways council. Many automobile manufacturers, officials and engineers will read papers, start or join in the discussions following addresses.

Truck experts, owners and operators who were present were greatly interested in observing that no marked departure from standard engineering practices were to be seen in the models exhibited.

The veteran manager of the truck and passenger car shows is S. A. Miles. He is assisted at the armory by the following committee: M. L. Fulcher, Federal Motor Trucks Company, chairman; A. J. Whipple, Diamond T Motor Car Company, and David Endrum, of the Autocar Company.

Following is a list of the makes of trucks that will be exhibited: Acushnet, Autocar, Bethlehem, Brockway, Clydesdale, Commercial, Corbitt, C. T. Day, Deane, Deane, Diamond T, Dodge Brothers, Dorris, Federal, F. W. D. Garford, Grammer-Bernstein, Graham, Humber, Hurlburt, Indiana, International, Jackson, Jumbo, Kelly, Kissel, Kohler, Mearns, Master, Maxwell, Olds, Olds, Olds, Packard, Paige, Pierce-Arrow, Rainier, Reo, Republic, Rowe, Sander, Sanford, Schacht, Schwartz, Selden, Standard, Sterling, Stewart, Sullivan, Tux, Trailmobile, Transport, Three Point, Triangle, Union, Velle, Vim, Walker, Walter, Ward, Ward La France, Wilson, Winther Keystone.

PASSAGE OF GOOD
ROADS BILL URGED

Motor Official Praises the National
Grange for Endorsing
Townsend Measure.

Of national interest to truck owners is a series of conferences which representatives of the National Grange are holding with Senator Townsend of Michigan relative to his bill in Congress providing for the building and maintenance of a national highway system by the Government under a Federal commission. M. L. Fulcher, vice president and general manager of the Federal Motor Truck Company, Detroit, Mich., points out that the action of the National Grange, which comprises 700,000 farmers, in endorsing a national highway system at its annual convention in Grand Rapids, Mich., recently is the most significant step yet taken to obtain legislation for the problem which the tremendous expansion and use of the highways by motor vehicle has brought to the front as a real necessity.

"The motor industry has played no small part in the development of the roads of the country," he said. "They have helped in the expansion of the network of roads which bind the towns and the villages, the cities and the farm hamlets."

"A national highway system will give a tremendous impetus to inter-city haulage. The great highway of commerce will be strengthened and made more durable. The truck will become in reality the 'little brother' of the railroad."

"If a great body of farm folk of this country believe that a national highway system will be beneficial to them, how much more beneficial will it not be to the manufacturers, part of whose transportation problem is vitally tied up in the motor truck?"

"The farmers with great vision for the future and their own needs have gone on record in favor of a national highway system. When will the business men and manufacturers go on record?"

ARMY MOTOR CORPS
HAS NEW RATE TEST

In common with the most progressive universities of the United States, the Motor Transport Corps is now using the psychological rating test in the examination of applicants for the special technical training schools, of which two have been established and are now in operation at Camp Holabird, Baltimore, Md., and Camp Jesup, Atlanta, Ga.

Over 1,600 enlisted men and officers are now receiving expert mechanical and special automotive instruction in these two schools, which, when operating to full capacity, will accommodate 5,000 men.

Some interesting results have been noted in the psychological examination of 1,922 enlisted men at Camp Holabird, recently. These men were recruits who expressed a preference for the Motor Transport Corps or had enlisted for the expressed purpose of taking the special training courses given at the corps schools. It was to be expected, therefore, that they would be of higher grade mentally than the average army recruit.

In point of English schooling for example, while the preparation has been diverse, sixty-eight per cent to none at all, four had gone through four years of college work. Eighteen had spent one or more years at college, 319 one of more years at high school, and 617 had had one or more years of elementary schooling.

Of the latter, more than one-third had gone through the eighth grade, more than two-thirds had gone through the sixth, seventh and eighth grade, and only 191 had failed to go beyond the fourth grade.

The result of the psychological rating confirmed the belief that a superior class of men were enlisting in the Motor Transport Corps. Of the 1,922 men examined, 1,386 attained higher ratings than the average of all soldiers who took the tests during the war and the average rating of the remaining 536 equaled that of all soldiers now being recruited. Only 137 were rated as low psychologically and fifty-one as semi-literate.

STUTZ
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EASTERN CENTER FOR
TRAILERS ESTABLISHED

Manufacturers Co-operate to Create
Headquarters for Information
and Sales in New York.

An industrial movement reflecting a high degree of competitive co-operation has just been accomplished by the Trailer Manufacturers' Association of America, through whose efforts a central location has been created in New York city for the display of trailers and the furnishing of general information regarding the industry and the use of trailers.

Together with a number of its members, the association has taken office and exhibition space aggregating about 5,000 square feet in the International Tractor, Farm Implement, and Trailer Exchange, in Grand Central Palace. In this group are included all but three or four of the members having branch offices, distributing agencies, or dealers in the metropolis. All the latest models manufactured by the following companies will be displayed permanently on the seventh floor of the building: Detroit Trailer Company, of Detroit; Truehauf Trailer Company, of

Detroit; King Trailer Company, of Ann Arbor, Mich.; Martin Rocking Fifth Wheel Co., Springfield, Mass.; Northway Trailercar Company, East Rochester, N. Y.; Ohio Motor Vehicle Company, of Cleveland, and Rogers Brothers Company, Albion, Pa.

Several other members are considering joining this group, and several companies not yet members of the association contemplate applying for membership and installing displays in the exchange.

This will be a great convenience to business houses in the metropolitan district and to visitors from all parts of the country and from foreign countries who desire to investigate the subject of trailers and to make purchases. Here they will find displayed many makes, types, and sizes of trailers, and representatives will be on hand to give all the information desired. This will save visitors the trouble of looking up the various offices of trailer companies and then going to warehouses or display rooms

in other locations or parts of the city to see the trailers themselves. Very few manufacturers or distributors have heretofore maintained their offices and display rooms in conjunction.

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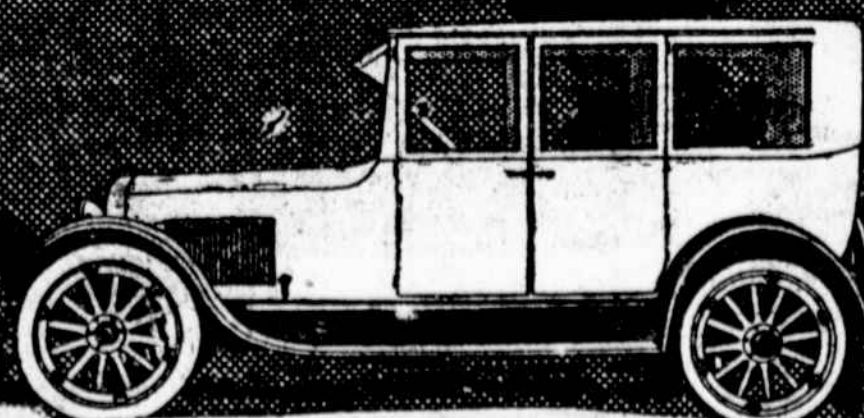
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